PART II.

RULES FOR THE GUIDANCE OF THE PUBLIC AND RAILWAY OFFICIALS.

In exercise of the powers conferred by section 47 of the Indian Railways Act, 1890, and by Notification No. 801, dated 24th March 1905, and in supersession of the rules annexed to the resolutions of the Government of India in the Public Works Department, dated the 21st August 1880, the 19th April 1892, and the 12th March 1895, and of all other rules made in this behalf, the Railway Board hereby make the following general rules for the guidance of the public using lines of railway in British India administered by the Government and for the time being used for the public carriage of passengers, animals or goods, and for the guidance of railway officials employed on such lines.

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PART II.—RULES FOR THE GUIDANCE OF THE PUBLIC AND RAILWAY OFFICIALS.

CHAPTER I.

Preliminary.

Definitions.

1. In these rules, unless there be something repugnant in the subject or context,—

(1) "authorised officer" means the person who is duly empowered, by general or special order of the Railway Administration, either by name or by virtue of his office, to issue instructions or do any other thing;

(2) "goods train" means a train (other than a ballast train) intended solely or mainly for the carriage of animals or goods;

(3) "Guard" includes a Brakesman or any other railway servant who may for the time being be performing the duties of a Guard;

(4) "passenger train" means a train intended solely or mainly for the carriage for passengers and other coaching traffic, and includes a troop train;

(5) "special instructions" mean instructions issued from time to time by the authorised officer in respect to particular cases or special circumstances; and

(6) "Station Master" means the person on duty who is for the time being responsible for the working of the traffic within station limits, and includes any person who is for the time being in independent charge of the working of any signals and responsible for obtaining and sending the permission to approach and for giving the authority to proceed.

CHAPTER II.

CARRIAGE OF PASSENGERS.

Passenger's tickets.

2. (1) Tickets issued to passengers shall be available only from the date and for the period specified by the Railway Administration by which they are issued.

(2) If any Guard, or any other railway servant who may be empowered by the authorised officer to take action under this clause, has reason to suppose that any passenger is travelling without a ticket, or not in the proper class of carriage, he must request the passenger to show his ticket, and report to the Station Master any irregularity which he may detect.

Charge entered incorrectly in receipt or ticket.

3. If any charge should be entered incorrectly in a receipt or ticket given to a passenger, the Railway Administration may correct the entry.

Passenger changing to a superior class of carriage.

4. If any passenger desires to change from an inferior to a superior class of carriage on payment of the difference in fare, the Guard in charge of the train, or such other railway servant as may be appointed in this behalf by the authorised officer, must take the necessary steps for effecting such change.

Lady passengers.

5. When ladies are travelling alone, the Guards must pay every attention to their comfort, and in placing them in the train, must, if so requested, endeavour to select a carriage (according to the class of the ladies' tickets) in which other ladies are travelling.

Prisoners and insane passengers.

6. (1) Military prisoners in all cases, civil prisoners if insane, violent or dangerous and insane persons, shall not be allowed to mix with other passengers, but must, upon reserved accommodation being engaged, be placed with their escort or attendants in a prision-van or in a separate compartment as the case may be.

(2) Other parties of prisoners, when, inclusive of guards, the party exceeds three in number, are also to be carried in the same manner.

(3) The term "prisoner" covers accused persons and persons under trial or travelling for the purpose of undergoing trial, as well as persons who have already been convicted.

Diseases deemed to be "infectious or contagious disorders."

7. For the purposes of the Indian Railways Act, 1890, the following shall be deemed to be infectious or contagious disorders, namely:—

Bubonic fever,	Scarlet fever,
Cholera,	Small-pox,
Diphtheria,	Typhus fever,
Leprosy,	Typhoid fever, and
Measles,	Whooping cough.

Conditions on which passengers suffering from infectious or contagious disorders may be carried.

8. No passenger suffering from an infectious or contagious disorder shall be carried in any train unless—

(*a*) he has engaged a reserved compartment for himself and his attendants, and

(*b*) all necessary arrangements have been made in pursuance of section 71* of the Indian Railways Act, 1890, for the separation of the passenger and his attendants, during the whole time that they remain upon the railway, from other persons being or travelling upon the railway, and

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(c) any other special precautions which the railway servant giving the permission mentioned in the said section may consider necessary have been taken to prevent infection or contagion being communicated to other persons being or travelling upon the railway.

DISINFECTION OF CARRIAGES.

Disinfection of carriages.

9. When any carriage has been entered by a person suffering from an infectious or contagious disorder, the carriage must be disinfected, in accordance with special instructions immediately after it has arrived at its destination; and no passenger shall be allowed to enter it until the disinfection has been completed.

Power to refuse to carry persons suffering from infectious or contagious disorder.

* "71, (1) A Railway Administration may refuse to carry, except in accordance with the conditions prescribed under section 47, sub-section (1), clause (*d*), a person suffering from any infectious or contagious disorder.

(2) A person suffering from such a disorder shall not enter or travel upon a railway without the special permission of the Station Master or other railway servant in charge of the place where he enters upon the railway.

(3) A railway servant giving such permission as is mentioned in sub-section (2) must arrange for the separation of the person suffering from the disorder from other persons being or travelling upon the railway."

LUGGAGE.

Luggage to be looked.

10. Each passenger's luggage must be looked :

Provided that any Railway Administration may dispense with the booking of any luggage which is taken into a carriage by a passenger in pursuance of rule 12, clause (1).

Free allowance of passengers' luggage.

11. A certain quantity of each passenger's luggage, within a limit of weight to be fixed from time to time by the Railway Administration, shall be allowed free of charge, provided the passenger presents his luggage for weighment before the commencement of his journey.

Luggage in carriage with passenger.

12. (1) A passenger may take into a carriage only such small articles of personal luggage as are required for his own use on the journey and can be placed in the carriage without inconveniencing other passengers or reducing the available accommodation in the carriage.

(2) A Railway Administration shall not be responsible for the loss, destruction or deterioration of any luggage taken into a carriage by, or by the direction of a passenger.

Luggage insufficiently secured.

13. (1) A Railway Administration may refuse to carry, except under special agreement, any passenger's luggage which is improperly packed or locked or otherwise insufficiently secured, unless it is taken into a carriage by the passenger in pursuance of rule 12, clause (1).

(2) A Railway Administration shall not be responsible, except under special agreement, for any loss, destruction or deterioration of any passenger's luggage caused by its having been improperly packed or locked or otherwise insufficiently secured.

CHAPTER III.

CARRIAGE OF DANGEROUS OR OFFENSIVE GOODS.

Articles declared to be "dangerous goods."

14. For the purposes of the Indian Railways Act, 1890, the following are hereby declared to be dangerous goods, namely :—

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	Acid, Carbolic	B
	,, Cresylic	B
	,, Crude coal tar used as disinfectants	A
	,, Hydrofluoric, syn : Fluoric	B
	,, Glacial acetic	B
	,, Hydrochloric, syn : Muriatic or Spirits of Salts	B
	,, Nitric, syn : Aquafortis	B
	,, Sulphuric, syn : Oil of Vitriol, or Vitriol	B
	,, Picric	C
	Alcohol, Absolute...	D
	,, Amyli	A
	,, Methylic	D
	,, not otherwise specified...	A
	Ammonia, in solution	B
	Ammunition, not otherwise herein specified	C
	Asphaline	C
	Batching oils flashing above 76° Fahr.	A
	Blasting gelatine...	C
	Blasting powder, Schultz's	C
	,, Atlas'	C
	,, Brain's	C
	,, Erhardt's	C
	,, Horsley's	C
	,, Horsley's original	C
	,, Reverley's	C
	,, not otherwise herein specified	C
	Blasting charges, Hochstadter's	C
	,, Richen's	C
	,, Saxefragine	C
	,, not otherwise herein specified	C

Benzine or Penzol	E
Benzoline	E
Bisulphide of Carbon	D
Bromine	B
Carbide of Calcium	A
Cartridges	C
Chlorate mixture	C
Chlorates generally...	C
Chloride of Sulphur	B
Chlorides of phosphorus	C
Collodion	D
Carbo-azotine	C
Coloured fires	C
Combustibles not otherwise herein specified	C
Cotton-powder	C
Crackers	C
Detonators	C
Diazo Benzol	C
Dualine	C
Diorrexin	C
Dynamite	C
„ ammonia	C
„ gelatine...	C
Ether	D
Etnite	C
Explosive chemicals, not otherwise herein specified	C
Explosives and explosive powders, not otherwise herein specified ...	C
Fog signals	C
Fortis	C
Fireworks	C
„ composition	C
Fulminate of mercury	C
„ silver	C
Fuze	C
Gas, compressed, *viz* :—	G
Compressed Oxygen.	
Compressed or liquefied Carbonic Acid Gas (Carbon Dioxide).	
Compressed Coal Gas.	
Compressed Hydrogen.	
Liquefied or Anhydrous Ammonia or Compressed Ammonia Gas.	
Liquefied or compressed Nitrous Oxide.	
Liquefied or Compressed Sulphurous Acid Gas (Sulphur Dioxide).	
Gasoline	E
Gun-cotton	C
„ powder...	C
„ chlorated	C
„ nitrated	C
Gunpowder	C
Glyoxiline	C
Gun paper	C
Gun sawdust	C
Iodide of nitrogen	C
Matches, non-safety	C

Matches, safety	C
Methylic nitrate	C
Methylated spirits	D
Muriate of tin	B
Mataziette	C
Meganite	C
Motor Car spirit	E
Motor spirit	E
Motorine	E
Naptha...	E
,, wood or wood spirit	D
Nopthalene	A
Nitrate of Barium	C
,, of Iron	B
,, of Strontia	C
,, Diazo Benzol	C
Nitrates, metallic, not otherwise specified	C
Nitro-glycerine and its compounds	C
Nitro-mannite	C
Oil, fusel	A
,, Gas, and any such other substance as gives off an inflammable vapour at a temperature of 90° Fahr	D
,, Kerosine, flashing at or above 76° Fahr	A
,, ,, ,, below 76° Fahr	D
,, Petroleum and other hydrocarbon oils, refined or crude, which do not give off inflammable Gas	A
,, Rangoon, flashing above 76° Fahr	A
Paraffine	A
Perchloride of iron...	B
Percussion caps	C
Petrol	E
Phosphorus	B
,, amorphous	B
Peralite	C
Pudrolithe	C
Pyrolithe	C
Picrates	C
Picric powder	C
Rockets	C
Rhexite	C
Rectified spirits	D
Ripp-Lene	C
Sulphate of indigo, concentrated	B
Teutonite	C
Tubes for firing explosives	C
Tonite	C
Turpentine	D
,, spirits of	D
Vigorite	C
War-rockets	C
Wood spirit	D
Xyloidine	C

5 But see rule 16, sub-rule (4).

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and every other article which, under the Indian Explosives Act, 1884, is an explosive as defined in section 4, clause (1),* of that Act.

Articles declared to be "offensive goods."

15. For the purposes of the Indian Railways Act, 1890, the following are hereby declared to be offensive goods, namely:—

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Decayed vegetables, fish and meat, and any other article in a decayed condition.
Dead bodies,
Carcasses,
Bones,
Municipal or town sweepings,
Manure, and
Rags.

Acceptance of dangerous goods for carriage.

16. (1) Save as otherwise provided by clause (4) of this rule and subject to any exceptions from time to time notified by the Railway Administration, dangerous goods shall not be accepted for carriage unless the consignor has given a written declaration that they have been packed,—

(*a*) if they are explosives to which the rules for the time being in force under the Indian Explosives Act, 1884, apply, in accordance with those rules; and

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(*b*) in any other case, in accordance with the rules contained in Appendix A to these rules.

(2) Kerosine oil shall not be accepted for carriage unless its flashing point is declared by the consignor on the consignment note. The flashing point: as so declared, must be entered on the invoice and on the railway receipt.

(3) No goods of any of the kinds marked C in rule 14 shall be brought on the railway premises for carriage until the officials have intimated that they are ready to receive them.

(4) Nothing in the rules contained in Appendix A or in Appendix B shall apply to the packing or transport of capped safety cartridge cases, if otherwise empty, and nothing in those rules shall apply to medical stores consigned from a Government depot, or to explosives consigned by the Ordnance Department, respectively, notwithstanding that such stores are dangerous goods within the meaning of rule 14:

Provided that the officer in charge of the depot, or such officer as the Director General of Ordnance may by general or special order empower in this behalf, has given a written declaration of the contents of the packages and certified on the consignment note that they have been packed in accordance with the regulations of the Medical or Ordnance Department, as the case may be, for the time being in force relating to the packing of dangerous goods.

Special vans for dangerous goods.

17. (1) Subject to any exceptions from time to time notified by the Railway Administration, dangerous goods of the kinds marked respectively B, C and D in rule 14 may be carried only in vans specially constructed for the carriage of dangerous goods:

Provided that Lee-Metford, Martini-Henri and Snider ammunition may, when such vans are not available, be carried in ordinary covered wagons.

(2) When any dangerous goods are to be carried in such vans as aforesaid, whether in pursuance of clause (1) of this rule or not, the goods shall not be accepted for carriage unless sufficient notice to provide such vans has been given.

Prepayment of freight on dangerous or offensive goods.

18. Subject to any exceptions from time to time notified by the Railway Administration the freight on dangerous or offensive goods must be prepaid.

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*"4. In this Act, unless there is something repugnant in the subject or context,—

(1) "explosive"—

(*a*) means gun-powder, nitro-glycerine, dynamite, gun-cotton, blasting powders, fulminate of mercury or of other metals, coloured fires and every other substance, whether similar to those above mentioned or not, used or manufactured with a view to produce a practical effect by explosion, or a pyrotechnic effect; and

(*b*) includes fog-signals, fireworks, fuzes, rockets, percussion caps, detonators, cartridges, ammunition of all descriptions, and every adaptation or preparation of an explosive as above defined."

Loading and unloading of dangerous or offensive goods.

19. Dangerous or offensive goods must, unless it be otherwise notified by the Railway Administration, be loaded by the consignor and unloaded by the consignee.

Ordinary merchandise not to be loaded with explosives.

20. No railway servant shall load ordinary merchandise in the same vehicle with explosives.

Label on vehicle containing explosive.

21. The railway servant supervising the loading of any vehicle with explosives must see that a "dangerous goods" label is placed on each side of such vehicle.

Naked lights and unprotected lamps.

22. No railway servant shall take or leave any naked light or any unprotected lamp near any vehicle containing dangerous goods.

Trains by which vehicles loaded with explosives may be sent.

23. Except as provided in Appendix B, rule 6—VI (*e*), vehicles loaded with explosives shall be sent only with a goods train, and shall be placed in the rear of the train but not next the rear brake van:

Provided that vehicles loaded with ammunition or other explosives belonging to troops may be sent with the train by which the troops travel but must be placed next behind the front brake van.

Sending by passenger train of dangerous goods marked B.

24. One case containing dangerous goods of any of the kinds marked B in rule 14 may be sent by passenger train.

Special provisions as to carriage of carbide of calcium.

24A. (1) Vehicles used for the carriage of carbide of calcium must be thoroughly ventilated and rendered impervious to train and no naked lights shall be allowed in such vehicles.

(2) Carbide of calcium shall not be carried by passenger train in any quantity exceeding four hundred and fifty pounds per train.

(3) Carbide of calcium, while in the possession of a railway for transport, shall not be stored in any railway goods shed, but shall be stacked in the open under water-proof sheets and so placed as to prevent its getting wet.

(4) All lights shall be kept away from carbide of calcium stacked as provided in sub-rule (3).

(5) If any carbide of calcium is wetted while in the possession of a railway for transport, it shall be destroyed by immersion in at least twenty times its bulk of water.

Note.—The fact of carbide of calcium having become wet will be indicated by the outward appearance of the drum or case and probably by a disagreeable odour, showing a leakage of gas.

Unclaimed dangerous goods.

25. If, upon the arrival of any dangerous goods at their destination, the consignee does not take delivery of and remove the same within the time notified by the Railway Administration, they may be kept in the vehicle in which they were carried until delivery is effected, or until they are disposed of under the provisions of section 56 of the Indian Railways Act, 1890, or otherwise.

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Saving of rules under Explosives and Petroleum Acts.
IV of 1884.
XII of 1886.

26. (1) The rules in this Chapter and in Appendix A to these rules are in addition to, and not in modification of, the rules made under the Indian Explosives Act, 1884, and the Petroleum Act, 1886, respectively.

(2) The rules now in force under the said Indian Explosives Act, 1884, and affecting railways, are set forth in Appendix B to these rules.

CHAPTER IV.

OFFENCES BY PASSENGERS AND OTHER PERSONS AND PENALTIES.

Duties of Station Master in case of drunkenness or nuisance. IX of 1890.

27. The Station Master must use all reasonable means to stop any annoyance that may be caused by any act referred to in section 120* of the Indian Railways Act, 1890; and, if any person is removed from the railway under that section shall, if necessary, direct steps to be taken for his prosecution thereunder.

Smoking or having open light or fire on railway premises, or keeping open light or lighted lamp in carriage.

28. Any person who—

(*a*) is found smoking, or having an open light or fire, in a goods shed or a store yard, or

(*b*) persists in keeping an open light or a lighted mineral oil lamp in a carriage after being warned by a railway servant or a police officer to desist, or

(*c*) persists in smoking on any other portion of the railway premises after being warned by a railway servant or a police officer to desist,

shall, if the act is deemed by the authorised officer to be dangerous, immediately be removed from the railway premises.

Exclusion of persons from railway premises.

29. A Railway Administration may exclude from the station platform, on any part of the railway premises any person not being a *bona fide* passenger, nor having business on the railway premises.

Investigation by Station Master in case of offence by passenger.

30. If any passenger commits any offence, not being an offence referred to in rule 27 or rule 28, the Station Master must immediately investigate the case, and must exercise his discretion as to the proceedings to be taken, after referring (by telegraph, if necessary) to his immediate superior for instructions.

Guards to prevent breaches of rules.

31. Guards must exert themselves to prevent any breach of these rules by passengers or other persons.

Arrests. IX of 1890.

32. The power of arrest conferred by sections 131 and 132 of the Indian Railways Act, 1890, must be exercised with the greatest caution.

Penalties for breaches of rules by railway servants.

33. (1) If any railway servant commits a breach of any of the rules hereinafter mentioned, he shall be liable, on conviction before a Magistrate, to punishment as follows, namely:—

Rules.	*Penalty.*
9, 20 or 22	... Fine which may extend to fifty rupees.
21	... Fine which may extend to ten rupees.

(*2*) Any railway servant who has committed a breach of any of the rules mentioned in clause (*1*) of this rule shall be liable to the punishment authorized by that clause in addition to, and not in substitution for, any punishment to which he may be liable upon prosecution under the Indian Railways Act, 1890:

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Provided that no railway servant shall be thereby rendered liable to be punished twice for the same offence.

Drunkenness or nuisance on a railway.

*"120. If a person in a railway carriage or upon any part of a railway—

(*a*) is in a state of intoxication, or

(*b*) commits any nuisance or act of indecency, or uses obscene or abusive language, or

(*c*) wilfully and without lawful excuse interferes with the comfort of any passenger or extinguishes any lamp,

he shall be punished with fine which may extend to fifty rupees in addition to the forfeiture of any fare which he may have paid and of any pass or ticket which he may have obtained or purchased, and may be removed from the railway by any railway servant."

APPENDIX A.

[SEE RULES 14 AND 16.]

The packing of dangerous goods (other than explosives to which the rules for the time being in force under the Indian Explosives Act, 1884, apply).

I.—GOODS MARKED A IN RULE 14.

(1) When not loaded in vans specially constructed for the carriage of dangerous goods, goods marked A in rule 14 must be securely packed, to prevent leaking, in strong tins or in bottles corked and sealed, and such tins or bottles must be enclosed in wooden cases. When bottles are used, they must be packed in straw or sawdust. Kerosine oil, however, having its flashing point at or above 76° Fahr., may be packed in sound iron or steel drums, or in tins without wooden cases, provided that in the latter case a layer of durma matting or other suitable dunnage is placed on the floor of the wagon and between each tier of tins.

(1A) The following special rules shall apply in the case of carbide of calcium :—

(a) The carbide of calcium must be contained in hermetically closed metal drums or cases sufficiently strong to remain in that condition through wear and tear of transport, so that the carbide of calcium cannot be affected by air or moisture.

(b) There must be no copper in the composition of any drum or case containing the carbide of calcium.

(c) No drum or case must contain a quantity exceeding two hundred and twenty-four pounds of carbide of calcium.

(d) The label on each hermetically closed metal drum or case containing the carbide of calcium must bear in conspicuous characters the words "*Carbide of Calcium*" "*Dangerous if not kept dry*, and with the following caution :—

"*The contents of this drum (or case) are liable, if brought into contact with moisture, to give off a highly inflammable gas.*" The name and address of the sender should also be labelled on each drum or case.

II.—GOODS MARKED B IN RULE 14.

(2) Goods marked B in rule 14 must be well secured in stoneware jars or glass-stoppered bottles standing upright in cases with sloping covers :

Provided that—

(a) fluric acid must be put into leaden or gutta-percha bottles,

(b) solution of ammonia must be put into metal bottles with caps soldered on, and

(c) sulphuric acid shall not be put into jars with cork or wooden stoppers. Concentrated sulphuric acid (*i. e.*, of a specific gravity not less than 1·84 which must be certified in writing by the consignor) may be packed in strong hermetically sealed iron or steel drums which must be in good condition and free from rust.

(3) Bottles containing bromine, muriatic acid, nitric acid, aquafortis or solution of ammonia must be only three-fourths full, to allow for expansion of vapour.

(4) In the case of boxes containing any of the three mineral acids, *viz.*, Hydrochloric, Sulphuric, and Nitric, the inside packing must be of ashes free from cinders or of chalk, sand, or dry earth. In other cases the inside packing must be of straw, chaff or sawdust, mixed with coal, wood-ashes chalk or sand.

(5) Only one kind of the goods marked B in rule 14, and no other goods of any kind, may be put into one case.

(6) The weight of each case shall not exceed two maunds :

Provided that a case containing sulphuric acid may be packed up to a maximum weight of two-and-a-half maunds. In the case of concentrated sulphuric acid packed in accordance with rule (2) (c), the limit of the weight of a package is five maunds.

III.—GOODS MARKED C IN RULE 14.

(7) (1) Goods marked C in rule 14 which are not explosives to which the rules for the time being in force under the Indian Explosives Act, 1884, apply, must be packed in strong dust-tight wooden cases having a metal lining, the contents being branded, painted or labelled on the outside in legibly printed or written characters.

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(2) No such case shall contain more than one pound, and no box or package shall contain more than ten such cases.

Note.—This restriction will not apply to matches.

(3) The outer wooden cases used for the carriage of matches shall be of the following thickness of wood—gross weight of case with contents not exceeding 4 maunds in weight, ½ inch thick throughout; gross weight of case with contents exceeding 4 maunds, ⅞ inch thick throughout.

"Matches, safety," may, however, be carried in the tins in which they are imported, provided that such tins are strong enough as outer packages, that they do not exceed a limit in size of 2′ ×1′×1′, weighing approximately 13½ seers, and do not contain more than 120 packets of "matches, safety."

Note.—Matches which ignite by simple friction and Bengal lights (Pyrotechnic matches) which while not ordinarily igniting by simple friction are capable of doing so under chemical decomposition and are liable to spontaneous combustion, should be considered as coming within the class "matches, non-safety," while those which require to be rubbed on the prepared surface of the box which contains them to be ignited should be considered as coming within the class "matches, safety."

IV.—GOODS MARKED D IN RULE 14.

(8) Goods marked D in rule 14 must be packed in the manner hereinbefore prescribed for goods marked B in that rule:

Provided that—

(*a*) Spirits of wine, methylated or rectified, must be packed either in corked and capsuled bottles or in corked and capped drums securely packed or in strongly made casks securely closed so as to prevent all possibility of leakage,

(*b*) turpentine may be carried either in sound iron or steel drums or tins properly soldered, or in corked and capsuled bottles or tins being securely packed in wooden cases,

(*c*) any other goods marked D in rule 14 may be packed either in stoneware jars or glass-stoppered bottles or in vessels of metal (such as tin or copper) provided with screw stoppers or corked and with caps covering their mouths soldered on, and

(*d*) different kinds of the goods marked D in rule 14 may be put into one case, but no goods of the kinds marked, respectively, A, B and C in that rule may be put into the same case with them.

V.—GOODS MARKED E IN RULE 14.

(9) (1) Goods marked E in rule 14 will be accepted for carriage by railways under the following conditions:—

I.—By Passenger train.

(i) In drums or receptacles of not more than four gallons capacity up to a limit of twelve gallons in one train.

(ii) The drums or receptacles containing the goods must be made of tinned or galvanized sheet iron, steel or lead plate, and they must be packed in strong wooden cases, the thickness of the wood to be not less than half an inch; provided that wood cases shall not be necessary when the drums or receptacles are made of tinned or galvanized sheet iron or steel and have the following thickness of metal:—

	Not less than
(1) When the capacity does not exceed 2 gallons ...	25 B. W. G.
(2) When the capacity exceeds 2 gallons but does not exceed 4 gallons	22 B. W. G.

(iii) The drums or receptacles containing the goods must be fitted with well-made filling holes and well-fitting screw plugs or fitted with screw caps with metal air-tight undercap. They must also be gas-tight and so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or insecure in transit.

(iv) The nature of the contents and also the words "highly inflammable" must be distinctly marked on the drums or receptacles.

(v) A certificate must be handed in by the consignor to the effect that the air space of at least 1-10th of its capacity was left in each drum or receptacle at time of filling.

vi) Drums or receptacles in a damaged condition must not be accepted.

(vii) The screw plugs or caps of empty drums or receptacles must be securely fastened.

(viii) The drums or receptacles must be carried in the rear brake-van, which should be well ventilated, and they must not be exposed to the sun or be brought into contact with naked lights. They must be placed as far away as possible from the other packages in the brake-van.

II.—By Goods train.

(i) In drums or receptacles of not more than ten gallons capacity.

(ii) The drums or receptacles containing the goods must be made of tinned or galvanized sheet iron, steel or lead plate, and they must be packed in strong wooden cases, the thickness of the wood to be not less than half an inch; provided that wood cases shall not be necessary when the drums or receptacles are made of tinned or galvanized sheet iron or steel and have the following thickness of metal :—

	Not less than
(1) When the capacity does not exceed 2 gallons ...	25 B. W. G.
(2) When the capacity exceeds 2 gallons but does not exceed 4 gallons	22 B. W. G.
(3) When the capacity exceeds 4 gallons... ...	16 B. W. G.

(iii) The drums or receptacles containing the goods must be fitted with well-made filling holes and well-fitting screw plugs or fitted with screw caps with metal air-tight undercap. They must also be gas-tight and so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or insecure in transit.

(iv) The nature of the contents and also the words "highly inflammable" must be distinctly marked on the drums or receptacles.

(v) A certificate must be handed in by the consignor to the effect that an air space of at least 1-10th of its capacity was left in each drum or receptacle at time of filling.

(vi) Drums or receptacles in a damaged condition must not be accepted.

(vii) The screw plugs or caps of empty drums or receptacles must be securely fastened.

(viii) The drums or receptacles may be carried in ordinary iron wagons, provided the wagons are well ventilated. They may, at the option of the Railwas Administration, be loaded in vehicles with other goods of a non-explosive or non-dangerous nature.

(ix) The drums or receptacles containing these goods must not be allowed to stand in the sun.

(x) Lamps or naked lights must not be allowed in, or brought near vehicles loaded with drums or receptacles containing the goods.

(2) The chief danger to be apprehended is from leakage, as the vapour of these goods is heavier than air and is inflammable. The vapour is also explosive when mixed with certain proportions of air in a confined space.

(3) Tanks of motor cars or motor cycles tendered for carriage by railway, must be empty, thoroughly clean and free from vapour before the vehicles are accepted.

VI.—GOODS MARKED G IN RULE 14.

(10) (1) These gases must be packed in cylinders.

(2) Cylinders must be made of wrought iron or mild steel of the best quality, containing not more than 0·25 per cent of carbon thoroughly annealed after manufacture and 99 per cent of iron, of sufficient strength and efficiently tested, and must not exceed 8 feet in length and 10 inches in diameter.

(3) Cylinders must be separately and securely packed in a strong wooden case, or in a covering made of closely plaited 1 inch (circumference) hemp or coir, except that several small cylinders not exceeding 18 inches in length and 4 inches in diameter may be packed in one box, provided each cylinder is contained in a separate compartment or is separately encased in closely plaited 1 inch (circumference) hemp or coir. Each box must not contain more than 25 cylinders and the gross weight of each box and contents must not exceed $3\frac{1}{2}$ maunds.

(4) Cylinders containing Atmospheric Air, Coal Gas, Hydrogen or Oxygen, must not be charged to a greater pressure than 1,800 lbs. per square inch.

(5) No cylinder may contain per pound of water capacity, more than $\frac{2}{3}$lb. of Carbon Dioxide (Carbon Acid Gas); $\frac{1}{2}$lb. of Anhydrous Ammonia, $\frac{3}{4}$ lb. of Nitrous Oxide; or $1\frac{1}{4}$lbs. of Sulphur Dioxide (Sulphurous Acid Gas), respectively.

(6) Cylinders must be carefully handled, and must not be exposed to the rays of the sun, nor to the heat of a fire, stove or other source of heat.

(7) No consignment of goods marked G shall be accepted for carriage by rail unless the consignor has signed a certificate in the following form :—

FORM OF CERTIFICATE.

Certified that the cylinder or cylinders containing.....tendered by $\frac{\text{me}}{\text{us}}$ as per Forwarding Order No.....of this date to the.....Railway for despatch to.....station $\frac{\text{has}}{\text{have}}$ been packed and tested in accordance, and that the cylinder or cylinders $\frac{\text{complies}}{\text{comply}}$ in every respect, with the rules promulgated under the Railway Board's circular No. R. T. 173, dated the 30th August 1905, to regulate the packing and carriage by railway in India of.....

$\frac{\text{I}}{\text{We}}$ also certify that the consignment complies with the conditions that the cylinder or cylinders must be of wrought iron or mild steel of the best quality, containing not more than 0·25 per centum of carbon thoroughly annealed after manufacture and 99 per centum of iron of sufficient strength and efficiently tested.

Signature of $\frac{\text{sender}}{\text{senders}}$.....

Exception.—Compressed carbonic acid gas may be allowed, as an exception to the other compressed gases, to be carried under the more liberal rules for the conveyance of articles in class A of Appendix A, Part II, of the open line General Rules, and it may also be carried in the rear brake-van of passenger trains subject to a limit of two cylinders per van.

APPENDIX B.

[SEE CHAPTER III, RULES 16 AND 26.]

Notification by the Government of India in the Home Department (Public), No. 5528, dated the 11th October 1901.

RULES NOW IN FORCE UNDER THE INDIAN EXPLOSIVES ACT, 1884 (IV OF 1884), AND AFFECTING RAILWAYS.

PRELIMINARY.

1. For the purposes of these rules, explosives shall be classified as follows, namely :—

Class 1—Gunpowder,
" 2—Nitrate-mixture,
" 3—Nitro-compound,
" 4—Chlorate-mixture,
" 5—Fulminate,
" 6—Ammunition,
" 7—Firework,

and when an explosive falls within the descriptions of more than one class, it shall be deemed to belong exclusively to the latest of the classes within the description of which it falls.

CLASS 1.—GUNPOWDER CLASS.

The term "gunpowder" means exclusively gunpowder ordinarily so called.

CLASS 2.—NITRATE-MIXTURE CLASS.

The term "nitrate-mixture" means any preparation, other than gunpowder ordinarily so called, formed by the mechanical mixture of a nitrate with any form of carbon or with any carbonaceous substance not possessed of explosive properties, whether sulphur be or be not added to such preparation and whether such preparation be or be not mechanically mixed with any other non-explosive substance.

The nitrate-mixture class comprises such explosives as—

Chilworth special powder,
Fortis explosive,
Ripp-Lene,
Safety blasting powder,
Westfallite,

and any preparation coming within the above definition.